



SONOMA WILL CARRY MAILS

Approaching Honolulu at a rate of over thirteen knots an hour the Oceanic liner Sonoma is now predicted to arrive inside the harbor late Saturday night.

Arrangements were completed today whereby the Sonoma is to be given the large accumulation of mail destined for the mainland, that has been awaiting transportation here for some days past, caused by the break in steamship schedules.

The Sonoma will be given pratique at the wharf. The federal medical officers will board the vessel on her arrival at the Oceanic wharf. No delay in the removal of two hundred tons Australian cargo will be necessary. The vessel is to take on a considerable quantity of coal, as well as lines of provisions, which it is believed may be running rather short.

C. Brewer & Co. hope to dispatch the line for San Francisco at noon Sunday. It is believed that the Sonoma, now proceeding at her present rate of speed, will reach San Francisco on or about the same time as the excursion steamer Cleveland, scheduled to sail at 7 o'clock tomorrow morning.

Work on Salvator Nearing Completion

The finishing touches to the alterations and repairs to the American schooner Salvator is nearing completion and that vessel is expected to be hauled from the local marine railway by tomorrow morning. The Salvator has been fitted with a large section of new keel. Much other work was done, made necessary through the schooner grinding on the reef, at the time of her arrival from the Sound. The Salvator is to be hauled to an anchorage outside the harbor there to await the signing on of a crew.

China Coaled and Departed

Taking on six hundred and fifty tons coal during the brief stay at Honolulu, the Pacific Mail liner China steamed away from the Ewa berth at Alakea wharf at ten o'clock this morning, with destination as Japan and China ports. The China carried a number of Asiatic steamer passengers from Honolulu. The vessel left but a small amount of mainland cargo.

IMPORTANT CHANGES IN NEXT WORLD TOUR

According to Representative Vogelzang, a number of important changes will be made in the itinerary of the tour planned for 1914. The new itinerary, for next year, will have a starting date on January 21, arriving at Colon, January 30, and Honolulu February 12. But with San Francisco included Honolulu will not be reached until February 20.

Mr. Vogelzang had made out a partial itinerary for the new westward trip, to start in January, 1914, the route being from New York to Havana, to Kingston, to Colon through the Panama Canal and thence straight across the Pacific to Honolulu and then on westward to New York over the old route, with the exception of California, which has been cut out entirely on account of the difficulty raised by the action of the Hooghly River.

The cablegram received by Mr. Vogelzang, however, advised that the itinerary should include San Francisco and Mr. Vogelzang has now included the city of the Golden Gate, which will make a difference of a few days in the trip.

Eighty-four tons of opium were seized on board the American-Hawaiian steamer Arizonan at San Francisco.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Jan. 20	2:25	2:25	2:15	2:30	10:05	4:40	5:44	4:33
21	3:16	2:4	3:01	2:36	10:43	6:40	5:45	5:57
22	3:59	2:4	3:40	2:18	11:18	6:40	5:45	5:58
23	4:38	2:3	4:18	10:05	11:53	6:39	5:45	7:18
24	5:15	2:2	5:01	12:30	12:30	6:39	5:47	8:25
25	5:52	1:5	5:35	12:58	1:15	6:38	5:47	9:25
26	6:28	1:4	6:10	1:30	—	6:38	5:48	10:30

Full Moon, Jan. 22, at 5:09 a. m.

WEATHER TODAY

Temperature—6 a. m., 69; 8 a. m., 73; 10 a. m., 75; 12 noon, 76. Minimum last night, 68.
Wind—6 a. m., velocity 4, N. E.; 8 a. m., velocity 4, N. E.; 10 a. m., velocity 5, S. E.; 2 p. m., velocity 12, S. Movement past 24 hours, 141 miles.
Barometer at 8 a. m., 73. Dew-point at 8 a. m., 64. Absolute humidity, 8 a. m., 6.41.
Rainfall.

OFFICERS TRAIL MATSON STEAMER

Opium in large quantities is believed by the Federal authorities at the port of Honolulu, as aboard the Matson Navigation liner Wilhelmina and with that object in view, an unusually rigid inspection of the vessel, together with personal effects of passengers and crew has followed, the arrival of the steamer on last Tuesday morning.

A corps of Federal customs inspectors have been told off by Collector Stackable to accompany the Wilhelmina to Hilo. The liner is to sail for the Hawaii port at five o'clock this evening taking a half a dozen men bearing the authority of Uncle Sam, to keep a careful watch over all freight discharged from this vessel.

The local authorities received a plain tip from the coast regarding the Wilhelmina is now certain. It was remembered that with the arrival of the liner at Hilo, the wharf, on Tuesday morning, all personal effects, hand baggage and trunks, the property of passengers, were subject to a general inspection. That baggage of travelers from the coast to the islands, should meet with this reception was pronounced an entirely new and rather unpleasant wrinkle.

Then came the inspection of the ship and a persistent search for contraband, pursued by a delegation of twenty men from the customs day and night staff of inspectors and watchmen.

The Wilhelmina has been subject to far more scrutiny than any liner to reach this port in many months. Day and night during the stay of the vessel at the wharf, watchmen have swarmed her decks.

The removal of freight from the vessel has been subject to continuous surveillance of Customs officers. In more than one instance, packages have been opened and the contents examined.

It is admitted however that none of the much sought opium has so far been discovered. There was a rumor circulated over the waterfront yesterday to the effect that customs officers had discovered a number of tins of prepared opium concealed in a crate of coast oranges. While no positive denial to this story was forthcoming, the report remained unverified.

The Wilhelmina is scheduled to depart for the big island at five o'clock this evening, and completing the discharge or mainland freight will return to Honolulu at an early hour Monday morning.

The vessel will receive no sugar at the Hawaii port.

STAND READY TO STRIKE

(Continued from Page 1)

community, and if a fight comes to us we shall be all the stronger for the backing of public opinion that we shall be certain to receive if we keep faith.

That is not to be construed however, to mean that we are going to sit down and take whatever the present administration of the company cares to give us. A man is a fool if he sits idly by and allows another to sharpen a knife for his own throat, especially after he has received due warning from the other that the blade is intended for his throat. We regard the bringing of these six men from New York to Honolulu, and their retention on waiting orders at a salary of \$110 per month as a distinct warning, a threat, which we cannot afford to ignore. We are not going to ignore it, either.

"Kennedy Piqued." Speaking of the action of President Kennedy in bringing the newcomers down from the coast, Judge Humphreys said:

"Mr. Kennedy has acted in this matter, as he has done largely, because of pique. He returned from the coast last August to find that the captains had defeated the company. That made him mad and he has done the rest to get even. If he thinks though that he is going to win easily, or that the community is going to stand by and allow him to upset the traffic of the territory in order to feed a personal grudge, he is mistaken. He belongs unfortunately to that class, risen from the ranks, which forgets the source from which it sprung and spurns people belonging to the class."

The following correspondence between the association, formally known as Honolulu Harbor, No. 54, American Association of Masters, Mates and Pilots, and the Inter-Island officials, was made public yesterday afternoon. The first letter is from the association to President Kennedy, declaring that if Capt. Thompson were removed from command of the steamer Nihau, no member of the association would take the vessel out. President Kennedy stood firm and the association there-

upon wrote two lengthy letters to the Inter-Island, setting forth the position of the men fully and frankly. The Inter-Island directors, in reply, wrote to the association under date of Dec. 27, upholding President Kennedy's course.

It was stated last night that in the three weeks since then matters have been coming closer and closer to an open break between the Inter-Island and its men. Capt. Thompson still commands the Nihau, says the association, but the move of Mr. Kennedy in bringing men from the coast is taken as a forecast of summary action when he gets men on the ground who can take the places of present mates and later become themselves masters.

The correspondence made public is as follows:

Ultimatum to Kennedy. Nov. 5, 1912. Mr. J. A. Kennedy, President, Inter-Island Steam Navigation Co., Ltd., Honolulu, T. H.

Dear Sir: We beg to notify you that the summary dismissal of Captain W. F. Thompson of the steamer Nihau has been brought to the attention of this harbor, and we desire to state that if you wish to dispatch that vessel today, Captain Thompson must take her out, as no other member will accept the position until just cause for Captain Thompson's discharge has been received, which we will be pleased to consider at a future meeting. Very truly yours,

(Signed) FRANK C. POOR, Secretary, Honolulu Harbor No. 54, Kennedy Stands Firm.

Honolulu, T. H., Nov. 11, 1912. Honolulu Harbor No. 54, Honolulu, Hawaii.

Gentlemen: We have your letter of Nov. 5, 1912, relative to Captain W. F. Thompson and stating among other things that no member of the harbor will take command of the S. S. Nihau "until just cause for Captain Thompson's discharge has been received."

Captain Thompson was placed in charge of the S. S. Nihau as master on March 15 of the present year. Since that date we have received a number of complaints from various of our patrons which upon investigation show that Captain Thompson has not exercised that sound judgment which is necessary to the proper conduct of our business. This lack of judgment has already entailed financial loss both to ourselves and our patrons. We are responsible to our patrons for the manner in which we perform the services requested of us, and we cannot avoid that responsibility even if we desired to do so. We therefore must exercise our own judgment in regard to the selection or retention in our employ of our representatives. Truly yours, (Signed)

J. A. KENNEDY, President, Inter-Island Steam Navigation Company, Ltd.

Capt. Thompson Defended. Honolulu, T. H., Dec. 2, 1912. Messrs. Inter-Island Steam Navigation Co., Ltd., P. O. Box 408, Honolulu, T. H.

Dear Sirs: Your reply to our inquiry as to the cause of Captain W. F. Thompson's dismissal from the steamer Nihau has been duly received and its contents carefully noted.

Your assertions regarding his lack of sound judgment in discharge of the company's business, resulting in financial loss to the company and its patrons, we consider as being very broad in their nature, inasmuch as you do not mention any specific instance or combination of events with which we may confront him for direct answer and explanations.

We have never disputed your rights in the selection or retention of your employees, and would not have entered this protest if Captain Thompson had been given a substantial reason for his dismissal.

Captain Thompson states to us under oath, that "when I asked Mr. Kennedy for the reason of my discharge he informed me that there were several complaints about me from plantation managers; he also said that I was too old and couldn't do the work that I used to."

We feel that a great injustice is being done to Captain Thompson through your listening to complaints from landmen, who in our opinion are not competent to judge of a licensed officer's ability, any more than a layman is capable of judging a doctor's ability, or any other professional man, and in many instances these complaints are wilfully prejudiced against the master because he will not navigate his vessel to suit their views.

Captain Thompson is ignorant of his accusers, as Mr. Kennedy has refused to divulge their names, we would therefore most respectfully request that, if you have any knowledge where Captain Thompson has been negligent in his duty, or has been lacking in judgment in caring for your interest, that you furnish this Harbor with some evidence of this neglect, also a copy of the complaints as mentioned in your letter, with the names of the persons whom you say have investigated Captain Thompson and found him lacking in judgment, etc.

Complaint is Made. In response to Mr. Kennedy's statement that "He couldn't do the work that he used to," he does not deny, for the reason that your steamers are not supplied with the quality of seamen, which they had in former years.

This is a common complaint in our Harbor, vessels of your company are not supplied with a thoroughly competent crew of seamen, a fact that we have called your attention to and one that will sooner or later result in further financial loss to your company and perhaps disaster as well, also the deterioration of some of your vessels through age, which makes it practically impossible for the masters to maintain the standard established in the past.

We feel that masters are being blamed for incompetency, when in our opinion the blame should be placed elsewhere, namely, the system your company employs in supplying crews to your vessels.

It is commonly reported that all the good men, men that have been trained in the past to perform good work, have nearly all left your employ, so that now we are receiving in their places Japanese, Porto Ricans, in fact anything to make up our complement of a crew. Efficiency is most flagrantly disregarded.

Say Dissatisfaction. Many of the mates in your employ, particularly the new officers, who are not accustomed to this class of seamanship, are becoming dissatisfied with the work as they realize that it is impossible to accomplish good work with that class of men.

It is logical to suppose that these men will spread the report of unsatisfactory conditions prevailing here which will tend to deter others from accepting employment in the island trade.

Such are the conditions under which each and every master in your employ is situated, but we assure you that if you furnish this harbor with some evidence of Captain Thompson's neglect, together with a copy of the complaints, as mentioned in your letter, we can earnestly hoping that you will read the matter its unbiased consideration and will appoint a committee of masters, competent to judge these matters.

Captain Thompson has an enviable record as a skillful and successful sailor, in the coast trade and his officers have testified that he has not been lacking in sound judgment while master of the "Nihau" since last March.

Earnestly hoping that you will readily submit the evidence requested, we remain, dear Sirs,

Very truly yours, HONOLULU HARBOR NO. 54, FRANK C. POOR, Secretary.

Honolulu, T. H., Dec. 2, 1912.

To the Directors of the Inter-Island Steam Navigation Co., Honolulu.

Gentlemen: Believing that satisfactory relations between your company and this harbor and its members may be best promoted by reciprocal action, we desire to call your attention to the fact that we have reasons to believe, and do believe, that the future attitude of your president, Mr. J. A. Kennedy, toward some of the members of this harbor, is to be one of oppression and persecution.

Mr. Kennedy is known to have remarked that he "intends to get" certain of our members, and it is a fact that personal animosity has been shown toward and discrimination practiced against particular members of the harbor by him. This, in our opinion, will tend to still further widen the breach which it seems to us to be conceded on all sides, was opened by the course pursued by him prior to the recent issue between us.

It is a matter of sincere regret to us that Mr. Kennedy should initiate such a policy, as this harbor desires to have harmonious relations with your company. It is not our intention nor has it ever been, to offer protection or support to any of its members against any action of your company, founded on just cause; but it may as well be understood now, that this harbor will not fail to use every resource to protect its members from the slightest oppression, or any unjust discrimination.

We believe that the aims and objects of this association have never been understood by you in the past, and that you have formed an erroneous impression of the same, based upon information furnished you by unworthy persons.

Our records will show that our best efforts, and even our funds, have been used in behalf of the shipping interests of this territory, and we believe that your company has been the greatest beneficiary thereof. We would call your attention to the fact that every aid to navigation that has been accomplished in this territory since annexation is due to the suggestions which emanated from this association. Many things of the utmost importance to your company, such as new surveys, new charts, improvements to harbors and exemptions of rules of the inspection service, that were deemed detrimental to the working of your vessels, have been obtained through our efforts, without one cent of expense to your company. We have the proof of this statement in our files. Our harbor has never been exalted by any record in the United States for we enjoy the unique position of having been successful with every petition presented by us.

In regard to our relations with your company we feel that it is necessary to a proper understanding between us that reference be made to past conditions. The conditions existing previous to our organization, and for some time thereafter, were very hard indeed. Wages were being paid by your company as follows: Captains, \$100, \$125, \$150 per month; mates, \$65, \$75 per month; second mates, \$40, \$45 per month. The hours of duty were most unreasonable, being, in many cases, from 18 to 22 hours out of 24, without any pay for overtime. Many of the present masters were mates during that period and they have worked faithfully through the best years of their lives, and feel that it is due, in a large part, to the zealous and efficient performance of their duty that your company has attained its present condition of opulence and its magnitude.

The services rendered by our members to your company have never been recognized by Mr. Kennedy, for only once during his incumbency has

HOTEL STEWART

RATES.
European plan \$1.50 a day up
American plan \$3.00 a day up

SAN FRANCISCO

The Hotel Stewart is one of the most widely known hotels on the Pacific Coast and its accommodations, location, service and cuisine cannot be surpassed in the city. You will be met upon arrival by uniformed representatives and auto buses and conveyed to the hotel and given every assistance possible in the handling of your baggage.

JAS. H. LOVE, Honolulu Representative
(City Transfer Office).

he voluntarily raised the pay of the men, the occasion being about three years ago, when this harbor found it necessary to demand the master's vacation. He then raised the pay of the mates \$5 per month. In this connection we may observe that the vacation referred to had been in vogue for a number of years, but had been cut off by Mr. Kennedy, thus forcing us into a fight to reclaim that which he had taken from us, and which was, implicitly, at least, a part of our contract of employment.

The record of our men for ability and efficiency is not excelled anywhere. The peculiar conditions existing in these waters, the nature of the landings and the work performed require a high degree of skill and watchfulness; and never in the history of steamboating in these waters has a life been lost at sea, and only upon a few occasions have any serious accidents happened at our most dangerous landings, and then, such accidents were caused by boatmen, and not by any of our licensed officers.

Although fully understanding the power we might wield, we have never in our history abused it, or tried to use it in any manner, except during the recent trouble, when we were compelled in self-defense to resort to all of our power and resources to secure what we conceived to be our just rights.

We may state that at the outset of the recent trouble between us, it was not the intention of this harbor to introduce a new wage schedule, as our minutes will show that we advocated a new schedule to take effect the first of next year, and that we intended to give your company ample notice thereof, and invite it to send us suggestions with respect thereto.

It is our purpose to be fair with you at all times, but we feel, and do not hesitate to say to you, that it will be a constant source of friction, and danger to our members, and will still further intensify the bitter feeling unnecessarily created in the past by Mr. Kennedy, if he (or Mr. Steady) persists in pre-empting or attempting to discriminate unfairly against any of them.

Mr. Steady is a new man in your employment with but slight acquaintance with the masters and mates, and his repeated remark, made in a spirit of vainglory, that he will fire this or that man, as it may please his whims or caprices, can only serve to rekindle a smoldering fire and make it necessary for this harbor to adopt measures of protection against him or any others similarly afflicted.

Our reason for this communication, at this time, is the remark made by Mr. Kennedy that "he intends to get"

certain of our men for the part they played in the recent trouble between the company and our men. One of the masters was recently ordered discharged by Mr. Kennedy, and when requested to give a reason for this order stated that the master was too old. Another master upon interviewing Mr. Kennedy was also told that it was to be his policy to replace the older employees with younger men.

At a special meeting of this association, called to consider the matter, it was decided that this harbor would not permit such an injustice to take place, and Mr. Kennedy was so informed.

Another matter brought to the attention of this harbor, and still further illustrating Mr. Kennedy's feeling toward our members, is that fact that he has issued an order that when vessels arriving on Sunday with a cargo of sugar to be discharged that (the overtime being paid by the latter company), the masters and mates shall be replaced by the stevedores, who are to draw the overtime pay, thus depriving the officers of your vessels of the overtime pay they are justly entitled to. This action on the part of Mr. Kennedy can only be attributed to personal feeling, or ill will, as the overtime being paid by the American-Hawaiian people, entails no expense on your company.

Again we call your attention to the fact that masters or officers who are detained at home, sick for a day or two, are having their pay docked. This rigid policy is not pursued elsewhere in the territory and we confidently believe that it will fall to receive your approval.

Trusting that the matters covered by this communication may have your fair consideration, and that we may assure you that this harbor will give him timely advice thereof, we remain, gentlemen,

Yours respectfully,
HONOLULU HARBOR, No. 54, FRANK C. POOR, Secretary.

Inter-Island Stands by President. Honolulu, T. H., Dec. 27, 1912. Honolulu Harbor No. 54, Honolulu, T. H.

Gentlemen:—Having given consideration to your letter of the 2nd inst. to the Directors of this Company, the Board has directed me to write you in reply as follows:

The Directors are satisfied that in his dealings with the Company's employees, Mr. Kennedy has not indulged in discrimination except to recognize efficiency and service.

Having already given fair consideration to the facts involved in connection with Captain Thompson's case,

and Captain Thompson having in fact been given substantial instances of default on his part, the Directors feel that further comment is unnecessary.

It has been and will continue to be the policy of this Company and of the officers to be fair in all relations with employees, recognizing merit and efficiency on the one hand and discipline or correcting those falling short of it on the other, giving fair consideration to complaints of those who may deem themselves aggrieved, and in all cases taking such action as the Directors shall deem just. The Directors cannot avoid, nor permit others to assume, the responsibility which rests upon the Company in connection with its employees and their selection, retention and discipline.

Yours respectfully,
(Signed) NORMAN GEDGE, Secretary, Inter-Island Steam Navigation Co., Ltd.

CLEVELAND 'HOWLER' PROVED A SCREAM

Cleveland tourists long have occasion to look back with delight at the efforts of a corps of officers and passengers in their efforts to amuse, with the assistance of the occasional publication of the "Cleveland Howler."

That the "Howler" was capable of creating a large sized disturbance, was generally conceded this morning, when copies of the saffron-headed little sheet were produced. With a staff comprising the youth and flower of the Cleveland, and numbering such distinguished personages as "Shipper" Kier, Fred Kruse, drawing upon the front of learning over which presided Major Jones, the paper struggled through three months' existence, with credit to its staff. Messrs. Lindsay, Cameron and Milligan, a trio of live ones on board the vessel admirable served in the capacity of newshyves. They disposed of their wares with a dash and abandon that compelled more than one reluctant two bit piece to part from a tourist pocket book. The department for first aid to the loveless, proved a winner for a bevy of forty eligible widows and a score of others who are alleged to have fallen a willing victim to Cupid's wiles.

At the suggestion of the Howler, a new game was introduced in the several tournaments, namely tug of war drinks.

In noting weather conditions on board, the Howler glibly refers to weather as sunny after a while, with a frisky barometer and a thermometer registering black and white.

Popular Theatre

Return Engagement of
of the old favorite

Raymond Teal Musical Comedy Co.

Commencing
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TWO SHOWS NIGHTLY

1st performance 7; 2d performance, 9

Prices 10c, 20c, 30c

